

To-day's
Advertisements.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"CHUSAN,"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

From London, &c., ex S.S. *Ocean* and *Hindaya*.

From Italy, ex S.S. *Thames* and *Cylopus*.

From Australia, ex S.S. *Australia*.

From Persian Gulf, ex B. I. S. N. and H. & P. S. N. Co.'s steamers.

Optional goods will be landed here unless instructions are given to the contrary before 11 A.M. TO-DAY.

Goods not cleared by the 20th instant, at 4 P.M. will be subject to rent.

No fire insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. FITCHIE,
Superintendent.

Hongkong, 14th October, 1899.

AUSTRIAN LLOYD'S STREAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, Fiume, PORT SAID,
ADEN, BOMBAY, COLOMBO, PENANG
AND SINGAPORE.

THE Steamship

"POSEIDON."

having arrived, Consignees of cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, whence delivery may be obtained.

This vessel brings cargo:

From Trieste, ex S.S. *E. R. Ferdinand* transhipped at Bombay.

From Venice, ex S.S. *Musimilano* transhipped at Trieste.

Optional cargo will be discharged here.

No claims will be admitted after the goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon on the 21st instant, or they will not be recognised.

No fire insurance has been effected, and any goods remaining in the Godowns after the 21st instant, will be subject to rent.

Bills of lading will be countersigned by

J. S. SANDER, WIELER & Co., Agents.

Hongkong, 14th October, 1899.

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AN APPEAL.

The Hongkong Telegraph

HONGKONG, SATURDAY, OCTOBER 14, 1899.

KRUGER'S AMERICAN SYMPATHISERS.

The reference to President Kruger's sympathisers in New York, in the Reuter's telegram which we publish to-day, will be understood by the perusal of the following clippings from the New York *World* of 7th September:-

PRESIDENT KRUGER APPEALS TO CIVILIZATION THROUGH THE "WORLD"— AGAINST ENGLAND.

Great Britain Driving the Boers to War, He Says, Because Their "Flourishing Republic is a Standing Eyesore" and Because She Covets "Complete Control" of the Transvaal—An Extraordinary Message from an Extraordinary Man.

The "World" as an Intermediary Between the Boers and England.

KRUGER'S REMARKABLE MESSAGE;

CHAMBERLAIN IS SILENT.

"We Are Determined to Defend to the Utmost that Freedom and Self-Government for Which Our People Have Shed Blood," Oom Paul Cables to "The World."

TRANSAVAAL'S REPLY TO BRITAIN A DEFENCE.

In response to a message sent by *The World* on Tuesday last, to Paul Kruger, President of the South African Republic, the following was received last night:-

(Special Cable Despatch to *The World*.)

From the Government of Pretoria to *The World*, New York:

"Gladly accede to your request to put the Boer side before the American public.

"The present agitation against this republic emanates partly from a certain section of British residents who fear the existence of the republic which embraces the most flourishing parts of South Africa, is a standing eyesore, and who suffer from the prevailing jingo mania; partly, also, from mining capitalists, who, not content with having here the best mining laws in the world, wish also to have complete control of all legislation and administration.

"The franchise voting question was taken up by England because it was thought the republic would yield on that point. Now that the altered franchise does not materially differ from the American, it is in many respects easier, the agitation has become much worse. The object clearly is the destruction of our republic and the complete control of the richest mines of the world."

"The press, entirely controlled by capitalists, spread unprintable misrepresentation and prejudice throughout the world against the Boer Republic.

"We are determined to defend to the uttermost that freedom and self-government for which our people have shed blood in every part of South Africa. Though we have no such powerful friend as you prove to Venezuela and to other republics, we have faith that the cause of freedom and republicanism will triumph in the end."

Secretary for President,

THE RIGHT HON. JOSEPH CHAMBERLAIN IS SILENT.

Immediately upon receipt of the despatch from President Kruger the *World* called it in full to Joseph Chamberlain, British Secretary of State for the Colonies. Mr. Chamberlain was at his office in London in conference as late as midnight last night. When the *World* correspondent called to ask if he desired to make any statement in reply to President Kruger's remarkable despatch Mr. Chamberlain very courteously declined to comment upon it in any way.

Gentlemen's shirts made to order, and uniforms renewed on old ones.

Ladies and Children's Under-clothing Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superior will also be most grateful for any paper, or old envelopes to be made into books for the children of the poor schools, who are taught by the Sisters.

Hongkong, 22nd April, 1899.

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may happen to be for the moment before the public eye. If we might offer a word of advice to Mr. Kruger we would suggest that it would be as well to await the outcome of the next few weeks before despatching another telegram to his New York sympathisers. An old Malay proverb has it that "the cock who crows loudest before the fight has no wind left for the combat." Mr. Chamberlain, at all events, refused to respond to the crow.

REUTER'S TELEGRAMS.

THE TRANSVAAL CRISIS.

LONDON, October 10th.

Mr. Schreiner has strenuously enjoined Dutchmen at the Cape to remain quiescent and to prove their loyalty to the Queen.

President Kruger telegraphing to his sympathisers in New York, says that if the two South African Republics must belong to England, they are determined that a price shall be paid which will stagger humanity.

There is no news of any fighting but the Free State Boers have seized a Natal train bound for Harrismith.

The Netherlands Consul in London, has been charged by the Transvaal with Dutch interests and the American Consul in Pretoria has been charged with British interests.

THE "AMERICA" CUP.

The fifth attempt at the first race is without result owing to fogs.

WEATHER REPORT.

The Observatory report says:-

On the 14th at 11.55 a.m. the barometer has fallen on the China coast, particularly in the North. A depression seems to be advancing Eastwards over North China. Galesights slight on the coast, moderate with fresh monsoon in the N. part of the China Sea. FORECAST:-

Moderate E. winds; fine.

LOCAL AND GENERAL.

Mr. Cornelius Vanderbilt's death was due to paralysis of the heart. It is estimated that he has left a fortune of £250,000,000.

One hundred and thirty-three deaths were registered at Singapore during the week ending on Saturday last. The ratio per thousand was 29.69.

From the report of the Government Electrical Engineer at Cape Town for 1898-'99, it is found that the price of electricity there varies from 12/- to 8d. a unit, while in the suburbs it is no less than 12/- a unit.

BAD NEWS comes from Portuguese Timor. The natives are rising again. There is a scarcity of provisions, flour amongst others things being exhausted, and the pay of the Government servants is seven months in arrear. An officer of the name of Duarte has been shot during the fighting in Timor, and another officer is said to have shot a Portuguese sergeant.

The Band of the Hongkong Regiment will play at the Hongkong Hotel this evening from 8 p.m. to 9.30 p.m.

PROGRAMME.

March 1.—The Diamond. Harris.

4.—Valentines. Square.

5.—Selects. Verdi.

6.—Laureates. Shadwell-Chamberlain. Audibert.

7.—Bolero. Anderson.

God save the Queen.

THE DEATH took place on Oct. 5th of Señor Rupeiro Lausamurina, a Filipino who had been residing in Singapore for some months waiting for an opportunity to go to Manila to return to his province in Pampanga. He held a good position under the Spanish Government, but for his participation in the insurrection of the Filipinos he was one of a first batch to be deported to Spain, as he was one of the last to be members of the Filipino community of Singapore.

REPLY TO ENQUIRIES.

By a careful reference to the Marquis de Quesnay rules, we find that B is correct in his argument that the blow is reckoned a foul when struck while a man is on his knees to prevent a surprise; however, the man standing would remain on the defensive, but may strike should any attempt to resume hostility be made while ten seconds are counted and at the expiration of this time the kneeling man does not resume his position he is declared to have lost the fight.—Ed. H.K.T.

THE WORLD called President Kruger's despatch in full to the Right Hon. Joseph Chamberlain, Secretary for the Colonies, the man who is directly responsible for the Transvaal crisis, and has asked him to present England's side, but at midnight he cabled that he could say nothing. The Cabinet is to meet to-morrow.

"In this day a decent respect for the opinions of mankind" makes it impossible for a civilized nation to go to war without giving its reasons and attempting to show that they are moral reasons. The Jameson raid, the plot and schemes of Cecil Rhodes, the fact that just as the Boer Republic was acceding to the most important British demands those terms were increased by a demand that the English, who outnumber the Boers in the republic, should be able to become citizens of the republic without forswearing their allegiance to Britain—all these matters taken together put England in the defensive at the bar of civilization. No less distinguished and upright a statesman than John Morley said only day before yesterday that a war with the Boers would be "an insane folly" and a "deep dishonor."

"There is a dignified and profoundly touching pathos in 'Oom Paul's' conclusion:-

"Though we have no such powerful friend as you prove to be to Venezuela and other republics, we have strong faith that the cause of freedom and republicanism will triumph in the end."

"President Kruger says that the crisis is due to two main causes:-

First—"A certain section of British residents to whom the existence of the republic, embracing the most flourishing parts of South Africa, is a standing eyesore and who suffer from the prevailing jingo mania."

Second—"The mining capitalists, who, not content with having the best mining laws in the world, wish also to have complete control of legislation and administration."

The object, he says, is as clear as are the causes:-

"The destruction of the republic and the complete control of the richest mines in the world."

"There is a dignified and profoundly touching pathos in 'Oom Paul's' conclusion:-

"Though we have no such powerful friend as you prove to be to Venezuela and other republics, we have strong faith that the cause of freedom and republicanism will triumph in the end."

THE CUSTOMS' SERVICE.

To the EDITOR of the "HONGKONG TELEGRAPH."

Sir,—With reference to certain letters which have appeared lately locally, annex the I.M. Customs' Service, the writer seems to have some knowledge of the service, but is evidently an old hand. The fact is there isn't nearly so much discontent in the service as is imagined. The double-pay and the 30 per cent. seems to have cured a great deal of that, and the only discontented people nowadays are those who are not in it, or have got out of it by fault of misfortune.

As to some people enjoying greater privilege than others, why, of course they do the world over both above and below. Do you, Mr. Editor, allow the same privileges to your clerk as you yourself enjoy? and does your clerk expect no more than you? You're boy gets why, of course not; and of course there are superior branches of the I.M. Custom's Service as of every other service, public and private.

The Indoor are all men of a certain class and standard of education; whereas in the outdoor there are all sorts and condition of men who, in some cases, may rise above the standard, but in the majority, are below it.

Nowadays there are more openings than before, so I am told; and good men are bound to get to the fore. Those who don't probably have only themselves to blame.

Far from keeping in the old groove, Sir Robert Hart has, of late years, shown himself just alive to the spirit of the age, and there are few in the service, I opine, who, if it came to the point would care to see his place taken by another, or by others.

I am, Sir,

Yours truly,

VERITAS.

Hongkong, October 14th, 1899.

R. E. AQUATIC SPORTS.

Yesterday afternoon the Royal Engineers held a very successful Aquatic meeting from their submarine mining pier off Wellington Barracks. The pier was tastefully decorated with flags and sitting accommodation was provided on the *Solent* and on a lighter moored alongside for the use of the troops. By the kind permission of Major Morris and the Officers of the Royal Welsh Fusiliers the band of the regiment was in attendance and gave a very fine selection of popular tunes during the afternoon.

The following were the officials:—President:

Major F. V. Jeffreys, R.E. Committee:—

Capt. H. B. Des Vœux, Lieut. C. F. Rundall, Lieut. R. K. Bagnall-Wild, Qr.

Mr. Sergt. F. G. Cann, Qr. Mr. Sergt. W. G. Ward, C. S. M. W. Cook, C. S. M. C. Wilson, Sergt. R. F. Bowery, Lee-Corp. Barnfather, Sapper McFadyen. Judges:—Major Jeffreys, Capt. Des Vœux, Lieut. Rundall, Starters:—Lieut. Bagnall-Wild, Q. M. S. Cann, Q. M. S. Ward, C. S. M. Wilson.

SWIMMING RACE, 100 Yards, 1st Prize, \$10,

2nd, \$5; 3rd, \$2.

Sapper Gorham 1

Lee-Corp. Spillard 2

Five entries; a very good race, won by five yards. Half a yard divided the second and third.

11.—WATER DIVE, Distance, 50 yards, 1st prize, \$5; 2nd, \$2; also a prize for best costume, \$5.

Spr. Heaphy 1

Spr. King 2

Ranjitsinhji thrice that number. The bowling honours of the season clearly go to Alibert Trot, who took 229 wickets for about 17 runs apiece. Knott, Mend, and Farn, the young Gloucestershire bowler, also did admirably on hard wickets in no way suited to their style, while among the fast bowlers Mold, Mr. W. M. Bradley, and Lockwood figured prominently. Altogether the attack was at a great disadvantage on the beautiful fast wickets which were the feature of the summer's cricket, and bowlers came in for no little sympathy. After an interval of four years Surrey again holds the proud position of champion county, Yorkshire going down from the first to the third place, and Middlesex coming up to the second.

Ranjitsinhji has completed his team for America. Woods accepting an invitation. The eleven is K. S. Ranjitsinhji, A. C. MacLaren, A. E. Stoddart, S. M. J. Woods, G. L. Townsend, G. Jessop, G. Brinn, C. Robson, R. J. Bosqueque, and H. D. Llewellyn, and Barton. Another amateur—probably W. P. Robertson, of Cambridge—will join the party. Although the weather is yet not well suited to football, the League championship competition on 9th ultimo aroused great interests, and there were huge crowds at the various grounds. The defeat of Aston Villa by West Bromwich Albion by two goals to none was the great surprise of the day. Liverpool were the only other home eleven to be beaten. Sheffield United, Newcastle United (who beat Everton), Preston North End, and Manchester City were successful clubs on their own grounds. There were three drawn matches, in which Notts County and Notts Forest each had a share. Four of the "gates" exceeded 20,000.

Vardon, the Open Golf Champion, has been defeated by Taylor, of the Mid-Surrey Club, who won by 2 up in an 18-holes match.

Athletic in America.

NEW YORK, Monday.

Mr. J. Flanagan, from a nine-foot circle today threw the hammer 164 ft. 6 in., breaking the world's record created by Mr. T. F. Kiely, of Limerick.

RED BANK (NEW JERSEY), Tuesday.

Fred Germer yesterday broke the standing high jump record, clearing 5 ft. 3 in.—*Reuter.*

Proposed visit of West Indian Cricketers.

LETTER FROM LORD HAWKE.

A proposal is on foot to invite a representative West Indian Cricket eleven to visit England in 1899. In this connection Lord Hawke, as chairman of the Sports Committee, has written from the West Indian Club as follows:

Under the auspices of this club an effort is being made to arrange a visit to this country of a representative West Indian cricket team, consisting of both amateurs and professionals, during the cricket season of 1899. The club has approached the leading West Indian cricket clubs on the matter, and has already received most satisfactory replies from those of Barbados, British Guiana, Jamaica, Trinidad, St. Lucia and St. Vincent, who have one and all indicated their willingness to co-operate in selecting a representative team. From my personal knowledge of West Indian cricket I am of opinion that such a team as might be sent over would be capable of giving many first-class counties a real good game. Doubtless, like many other teams on a first appearance at home it would have much to learn and many defeats to acknowledge, but from the thoroughly sporting games played against the elevens visiting the West Indies I am confident their cricket would be appreciated, and naturally great interest would centre in the work of the coloured players. It is estimated that a visit of a team consisting of, say, fourteen members for a three months' tour would cost, including passage money to and from this country, and the salaries of the professional players, £2,500. The result of such a visit would be far-reaching, not merely from a sporting but also from an Imperial standpoint, helping as it would to draw closer the ties which bind the Colonies to the Mother Country.

The following letter has been sent by Lord Hawke to the secretaries of the cricket clubs in the West Indies:

Dear Sir,—At a recent meeting of the Sports Committee of the West Indian Club—a club founded in 1897 with the object, among others, to afford facilities for organizing, in connection with the West Indies and British Guiana, annual cricket matches and other kindred amusements recognized by our English universities and public schools, it was resolved to approach the leading cricket clubs of British Guiana and West Indies with a view to promote a visit to this country of a fully representative West Indian cricket team, consisting of both amateurs and professionals, during the cricket season of 1899. We are of opinion that there would be no difficulty in arranging a series of matches between the Marylebone Cricket Club, the leading first-class county cricket clubs, and such a West Indian team as your club, in conjunction with the other cricket clubs in the West Indies, should be in a position to send over. We estimate that the visit of a team consisting of, say, fourteen members for a three months' tour, would cost, including passage money to and from this country and salaries of professional players, about £2,500, and this sum the West Indian Club would endeavour to collect in England, though any contribution from the Colonies will, of course, be gratefully received, and we think that there should be no difficulty in raising the amount here in the interest of sport. I am therefore to ask you, subject to the West Indian Club being able to raise the above-mentioned sum, you to co-operate with the other cricket clubs would be prepared to undertake the selection of a West Indian cricket team and ensure its visit to England during the year 1899. As the matter must be definitely settled before December next, in which month the Marylebone Cricket Club arrange their fixtures for the ensuing season, I venture to hope that you will bring it before your club, and favour my committee with a replay of your earliest convenience. I may add that a similar communication to this is being addressed to the other West Indian cricket clubs, and would ask you kindly to address your reply to the honorary secretary of the Sports Committee.

Naval and Military.

Vice-Admiral Alexeoff, Chief Flag Officer of the Russian Black Sea Squadron, has been appointed to the command of the Russian fleet in the Pacific, and of the Russian troops in the Liao-Tung.

The following notification appears in the *Gazette*—Brevet-Colonel A. R. F. Dorward, D.S.O., from Lieutenant-Colonel half-pay Royal Engineers, to be a Colonel on the Staff for Royal Engineers to command the troops at Wei-hai-wei, and to have the substantive rank of Colonel in the Army.

Captain von Rebeur-Paschwitz has been appointed German Naval Attaché at Washington. Up to now he held the same position at Tokyo, and during the Spanish-American War was selected to follow the operations of the American fleet. Captain Gallow takes his place at the former naval station.

The Crown Prince of Siam has of late been vigorously pursuing his studies. He is in the neighbourhood of the school under new and

expanding conditions, with results that have proved highly satisfactory.

From a China letter lately received, states a naval correspondent, I observe that, while the English are exceedingly grateful for the advent of the shallow-draught gunboats, they desire to press upon the Admiralty a point of enormous difference between the two classes of *Sandpiper* and *Woolark* varieties. The latter are more powerful than the former, while the draught is very much the same. The *Woolark* can make her way against rapids that the *Sandpiper* could not touch, and in the Chinese rivers, where they rise rapidly six or eight feet in as many hours, this extra power is very much needed. There appears to be a universal consensus of opinion in favour of the larger boat; at any rate, for service on the West River.

The official trial of the Japanese torpedo-boat destroyer *Sazanami*, the fourth out of the six that have been under construction during the past twelve months by Yarrow and Co., of Poplar, took place recently, during which she attained the magnificent speed of 31½ knots per hour. Her predecessors have done well, but she has even excelled them all. A fact specially noticeable in connection with the steaming of the vessels, says the *Engineer*, is the ample margin provided in boiler power, each boiler being able to supply 100-horse power beyond that required to develop the engine power contracted for. This feature was specially marked on the vessel's trials, and is proved by the absence of any discoloration in either of her four funnels, the paint on which had not been renewed since the day she was launched; this advantage is accounted for by the low air pressure necessary when under forced draught, and the absence of any flanking.

It is stated that all the troops now being sent to Africa are being armed with the Mark II. ammunition instead of the Mark IV. It appears, therefore, that the Indian regiments are to be deprived of their cherished Dum-Dum bullets, whose stopping powers they have already proved against the Afghans, as the Mark IV. was proved at Omdurman, in deference to the senseless clamour of the Peace Conference. It is unlikely to make such constant changes as this in our ammunition, and when we have got a good bullet to abandon it. The Chital campaign seriously shook the confidence of our soldiers in their rifle, and now that has been restored we do not want it shattered once more. On its merits the Lee-Enfield is said by experts to be slightly superior to the Mauser because it has a larger calibre, a longer range, and better magazine. But against this we now have to put that Boers, if we have to fight them, will be using ammunition with which they have been familiar from the beginning, while we never use the same in two consecutive campaigns.

The *Kronstadtski Vestschni* states that the first vessel to be built at the new Government shipbuilding yard at Windau will be a Russian cruiser with protected deck. Her displacement will be 6,375 tons, length 42ft., beam 53 ft., draught with a full load 20 ft. 3 in., speed 32 knots. Her two engines, served by 12 Norman boilers, will develop 20,000 h.p. She will have three funnels, her foremost furnace being right forward. She will have two masts, each with a fighting top, and two bridges. The deck protection will be 2 cm. in thickness along the whole length. Her armament will consist of 12 6-in. Carron guns, 45 calibre, two in the fore and two in the aft turret, and eight in the case-mates, 12 75 cm. calibre guns in the battery, and eight 47 cm. Hotchkiss guns; also five torpedo tubes; two under water broadside forward and three above water, two broadside aft, and one right in the bows. Her free-board will be 20 ft. 6 in.

The Admiralty, says a writer in *The Times*, has acted with the utmost wisdom in deciding to establish a new gunnery school at Devonport on the Isle of Man model. Happily, the past two or three years have witnessed an enormous development in the gunnery of the Navy. It is no longer considered that the quarterly expenditure of ammunition is to be carried out with very little care, as to the method. The impulse came, perhaps originally from a distant station, which need not be particularised, but, once given, it has found sympathetic feelings on all stations! Captain Percy Scott, for example, who takes out the *Terrible* to China, has the credit of having made the cruiser *Scylla* the best shooting ship on the Mediterranean Station, and "up the Straits" the importance of gunnery has long been recognised. In the Channel Squadron the Commander-in-Chief, and his second in command each takes charge of certain ships during their gunnery practice, and the same attention to gunnery details is visible on other stations. It is partly due, no doubt, to this recrudescence of interest in the Navy itself that the Admiralty has decided on developing at Devonport a second Isle of Man.

The navy is about to lose an interesting figure in Rear Admiral Kane, who has made a formal request that he may be permitted to retire. The gallant Admiral will long be remembered for the skill with which, on March 16, 1889, he brought the *Calypso* out of the harbour of Apia, Samoa, when three German and three American men-of-war were wrecked in a great hurricane.

It has been notified in an Army Order that, under the new regulations for the Royal Regiment of Artillery, general officers, except colonels commanding Royal Horse Artillery, and colonels will be described as belonging to the Royal Artillery. Lieutenant-colonels and officers below that rank performing regimental duty will be described as belonging to the R.H.A., R.F.A., or R.G.A., according to the branch to which they have been appointed.

Lieutenant-colonels and officers below that rank, while holding staff or extra-regimental appointments will be described as belonging to the R.A. It is further stated that exchanges will be permitted between officers of the R.F.A. and those of corresponding rank in the R.G.A., provided that the dates of their commissions in their existing rank are within two years of each other, and certain other conditions are complied with.

It is announced that the Admiralty have placed orders with private firms for the construction of twelve new torpedo-boat destroyers for the Royal Navy. The new destroyers are to be named *Rachorse*, *Roebuck*, *Greyhound*, *Lively*, *Sprightly*, *Myrmidon*, *Peter*, *Siren*, *Sucor*, *Falcon*, *Ostrich*, and *Vixen*. The *Rachorse*, *Roebuck*, and *Greyhound* are to be built by Messrs. Hawthorn, Leslie, and Co., of Newcastle-on-Tyne; the *Lively* and *Sprightly* by Messrs. Laird Brothers, of Birkenhead; the *Myrmidon*, *Peter*, and *Siren*, by Palmer's Shipbuilding Company, of Jarrow-on-Tyne; the *Sucor* by Messrs. Doford and Sons, of Sunderland; the *Falcon* and *Ostrich*, and *Vixen* by the Fairfield Shipbuilding Company, of Glasgow; and the *Vixen* by Messrs. Vickers, Sons, and Maxim, of Barrow-in-Furness. The dimensions and speed of the new destroyers have not yet transpired. A sum of £307,095 will be expended upon their construction during the financial year ending March 31, 1900.

Mr. Saxon, Constructor-in-Chief of the Japanese navy, has been granted permission to visit ships and naval establishment at Devonport.

Captain Sir Edward Chichester has not been allowed to remain long without employment. He has been appointed to the *Doris* as transport officer at Natal. In view of the outlook in South Africa it is satisfactory to know that this important post has been entrusted to such a capable officer as Sir Edward has proved himself to be.

Captain Percy M. Scott, who has been appointed to the command of the *Terrible*, is, says the *Naval and Military Record*, to be congratulated on having been chosen for so high a responsibility. Only forty-six years of age, without family influence, he has pushed his way by sheer hard work and natural ability. His speciality is gunnery, and he has been twice on the staff of the *Excellent*, both as first-lieutenant and as commander. Among his pupils was the Duke York, and he had a discerning chief in Sir John Fisher. While he was on the staff the gunnery school was transferred from the old *Excellent* to Whale Island, and he was largely responsible for the reorganisation of the school under new and

expanding conditions, with results that have proved highly satisfactory.

From a China letter lately received, states a naval correspondent, I observe that, while the English are exceedingly grateful for the advent of the shallow-draught gunboats, they desire to press upon the Admiralty a point of enormous difference between the two classes of *Sandpiper* and *Woolark* varieties. The latter are more powerful than the former, while the draught is very much the same. The *Woolark* can

make her way against rapids that the *Sandpiper* could not touch, and in the Chinese rivers, where they rise rapidly six or eight feet in as many hours, this extra power is very much needed. There appears to be a universal consensus of opinion in favour of the larger boat; at any rate, for service on the West River.

The cruiser *Grafton*, which has been relieved by H.M.S. *Endymion*, arrived at Portsmouth on 4th ulto, she having on the China Station, concluded her three years' commission. After landing supernumeraries and details for that port, she proceeded to Chatham, where she arrived on 6th ulto, to pay off. The distance traversed by the *Grafton* since leaving Sheerness in 1896 has been 6,000 miles, and 26,000 tons of coal have been consumed. The *Grafton* has spent no inconsiderable portion of the time of her commission at sea. In 1896 she was at sea 93 days out of the 274 days; in 1897, 124 days; in 1898, 68 days (the war scares in that year keeping the ships in harbour ready for service if required), and in 1899 she has exceeded her former record by being at sea 103 out of 249 days, and has travelled upwards of 18,500 miles.

We have already noted says the *L. & C.* Express that the authorities have decided to encourage the study of Chinese amongst a certain number of military officers. Previous to embarkation, selected officers will be required to undergo a three-months' course of study in the language at the Universities of Oxford or Cambridge, or at King's College, London. They will then go to China for twelve months' residence, during which period they will be examined in (a) colloquial knowledge, and (b) writing and translation. An officer who is awarded 75 marks in subject (a) will be granted a reward of £100 and an allowance of £150 to cover the expenses of passages. A further reward of £100 will be paid on obtaining 75 marks in subject (b). Officers who are selected will be seconded—that is to say, they will retain their seniority in their corps.

According to present arrangements by the *Telegraph*, it is to be out of Dockyard hands by Sept. 15. After that nearly a week will be spent in trying her new condensers and other similar work. Thus, in any case, it will be nearly the end of the month before she is ready to start for the China Station, says a mail paper. Hitherto she has only been "pottering about" for something like eighteen months since commissioned, and has managed a solitary trip to Malta and back. The rest of her time has been spent at Portsmouth, generally in the hands of the Dockyard. She has been, so far, a costly ship to the country, and it will be a blessing to get her out of home waters if only to see how she behaves when her engineers have a fair chance given them and have her entity in their own hands. She will not be taken out to China by Captain C. G. Robinson.

A trial took place on 1st ulto, at Whale Island, in the "Neptune" cell, of an 8in. special nickel steel Harvey plate 80, square, made for the Japanese Government, being a plate selected out of the belt armour of the *Shikishima*, battleship, now building at the Thames Ironworks and Shipbuilding Company (Limited).

The plate was to withstand two rounds from a 9.2in. gun firing 30lb. Holtz armour-piercing shell, each giving a velocity of 1,700 ft. sec.; and providing there was no penetration or cracks the armour will be accepted on this test. The Japanese officers were then to have the right to increase the velocity to 1,800 ft. sec. for a third shot. The trial was most successfully carried out by the Admiralty at the request of Messrs. Vickers, Sons, and Maxim (Limited), the first round showing a penetration of only 1in., this being able to be measured exactly by the point of the shell being forced out by the second round. The result of the second was practically the same, there being no cracks on the plate.

The Admiralty, says a writer in *The Times*, has acted with the utmost wisdom in deciding to establish a new gunnery school at Devonport on the Isle of Man model. Happily, the past two or three years have witnessed an enormous development in the gunnery of the Navy. It is no longer considered that the quarterly expenditure of ammunition is to be carried out with very little care, as to the method. The impulse came, perhaps originally from a distant station, which need not be particularised, but, once given, it has found sympathetic feelings on all stations!

Captain Percy Scott, for example, who takes out the *Terrible* to China, has the credit of having made the cruiser *Scylla* the best shooting ship on the Mediterranean Station, and "up the Straits" the importance of gunnery has long been recognised. In the Channel Squadron the Commander-in-Chief, and his second in command each takes charge of certain ships during their gunnery practice, and the same attention to gunnery details is visible on other stations.

It is partly due, no doubt, to this recrudescence of interest in the Navy itself that the Admiralty has decided on developing at Devonport a second Isle of Man.

The navy is about to lose an interesting figure in Rear Admiral Kane, who has made a formal request that he may be permitted to retire. The gallant Admiral will long be remembered for the skill with which, on March 16, 1889, he brought the *Calypso* out of the harbour of Apia, Samoa, when three German and three American men-of-war were wrecked in a great hurricane.

It has been notified in an Army Order that, under the new regulations for the Royal Regiment of Artillery, general officers, except colonels commanding Royal Horse Artillery, and colonels will be described as belonging to the Royal Artillery. Lieutenant-colonels and officers below that rank performing regimental duty will be described as belonging to the R.H.A., R.F.A., or R.G.A., according to the branch to which they have been appointed.

Lieutenant-colonels and officers below that rank, while holding staff or extra-regimental appointments will be described as belonging to the R.A. It is further stated that exchanges will be permitted between officers of the R.F.A. and those of corresponding rank in the R.G.A., provided that the dates of their commissions in their existing rank are within two years of each other, and certain other conditions are complied with.

It is announced that the Admiralty have placed orders with private firms for the construction of twelve new torpedo-boat destroyers for the Royal Navy. The new destroyers are to be named *Rachorse*, *Roebuck*, *Greyhound*, *Lively*, *Sprightly*, *Myrmidon*, *Peter*, *Siren*, *Sucor*, *Falcon*, *Ostrich*, and *Vixen*. The *Rachorse*, *Roebuck*, and *Greyhound* are to be built by

Messrs. Hawthorn, Leslie, and Co., of Newcastle-on-Tyne; the *Lively* and *Sprightly* by Messrs. Laird Brothers, of Birkenhead; the *Myrmidon*, *Peter*, and *Siren*, by Palmer's Shipbuilding Company, of Jarrow-on-Tyne; the *Sucor* by Messrs. Doford and Sons, of Sunderland; the *Falcon* and *Ostrich*, and *Vixen* by the Fairfield Shipbuilding Company, of Glasgow; and the *Vixen* by Messrs. Vickers, Sons, and Maxim, of Barrow-in-Furness. The dimensions and speed of the new destroyers have not yet transpired. A sum of £307,095 will be expended upon their construction during the financial year ending March 31, 1900.

Mr. Saxon, Constructor-in-Chief of the Japanese navy, has been granted permission to visit ships and naval establishment at Devonport.

Captain Sir Edward Chichester has not been allowed to remain long without employment. He has been appointed to the *Doris* as transport officer at Natal. In view of the outlook in South Africa it is satisfactory to know that this important post has been entrusted to such a capable officer as Sir Edward has proved himself to be.

Captain Percy M. Scott, who has been appointed to the command of the *Terrible*, is, says the *Naval and Military Record*, to be congratulated on having been chosen for so high a responsibility. Only forty-six years of age, without family influence, he has pushed his way by sheer hard work and natural ability.

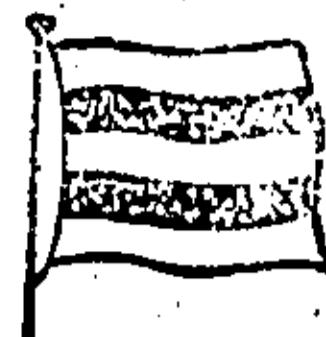
His speciality is gunnery, and he has been twice on the staff of the *Excellent*, both as first-lieutenant and as commander. Among his pupils was the Duke York, and he had a discerning chief in Sir John Fisher. While he was on the staff the gunnery school was transferred from the old *Excellent* to Whale Island, and he was largely responsible for the reorganisation of the school under new and

THE HONGKONG TELEGRAPH, SATURDAY, OCTOBER 14, 1899.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|---------------------|------------------------------------------------------------------------------|-------------------------|
| KINSHU MARU..... | VICTORIA, B.C. and SEATTLE | THURSDAY, 19th October, |
| W. Brady..... | U.S.A., VIA KOBE & YOKOHAMA... | at 4 P.M. |
| TAMIA MARU..... | MARSEILLES, LONDON & ANT. | SATURDAY, 21st October, |
| J. W. Wade..... | WERF VI, SINGAPORE, PENANG, COLOMBO and PORT SAID..... | at Noon. |
| KASUGA MARU..... | NAGASAKI, KOBE and YOKO- | SATURDAY, 21st October, |
| E. W. Haswell..... | HAMA..... | at 4 P.M. |
| HAKUAI MARU..... | VLAHDIVOSTOK via SWATOW | THURSDAY, 26th October, |
| W. Nishimura..... | AMOY, SHANGHAI, WEI-HAI-WEI, CHEFOO, CHENGDU & NAGASAKI..... | at Noon. |
| YAWATA MARU..... | MANILA, THURSDAY ISLAND | FRIDAY, 27th October, |
| A. E. Moses..... | TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE..... | at 3 P.M. |
| KAWACHI MARU..... | MARSEILLES, LONDON, ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID..... | FRIDAY, 3rd November, |
| J. T. Thompson..... | ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID..... | at Noon. |

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

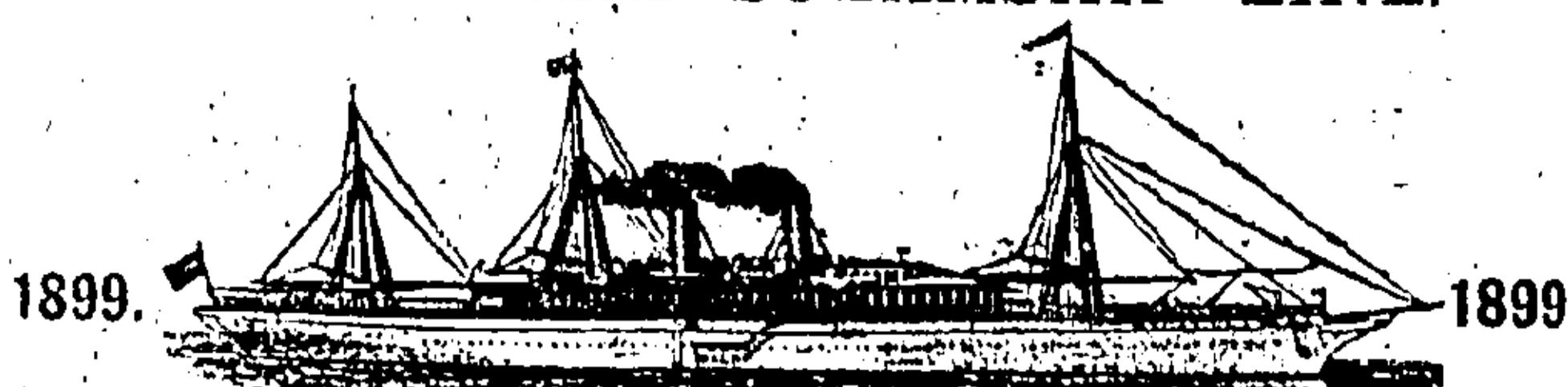
For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 2, Peake Central.

A. S. MIHARA,
Manager.

Hongkong, 12th October, 1899.

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

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Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPERESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 23rd Oct., 1899.

EMPERESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 22nd Nov., 1899.

EMPERESS OF JAPAN...Comdr. G. D. Bowles, R.N.R....WEDNESDAY, 20th Dec., 1899.

The magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, 100 Queen's Street, [13]

Hongkong, 22th September, 1899.

A. S. MIHARA,
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THE HONGKONG TELEGRAPH, SATURDAY, OCTOBER 14, 1899.

HONGKONG SHARE MARKET.

HONGKONG, Friday, October 13th.
Messrs. Benjamin, Kelly and Potts, in their weekly share report, state:—With the exception of fairly large purchases of Indo Chinas for the North, business has remained very inactive.

Banks.—Hongkong and Shanghai Banks continue out of favour owing to political affairs and are obtainable in small lots, at 328 per cent premium. The London rate dropped to £58 but has since risen to £59. National Banks are wanted at \$37. Marine Insurances.—Unions are steady at \$342 ex the dividend of \$18 per share paid to-day. China Traders are obtainable at \$504 ex the dividend of \$4 per share paid on the 1st instant. Cantons are steady with buyers at \$147. Fire Insurances.—Hongkong fires have been sold at \$330. Shipping.—Hongkong, Canton and Macao Steamboats have been done in a small lots at \$30 and \$297. Indo Chinas experienced a sharp rise owing to a strong demand from the North and shares have been sold at advancing rates up to \$79. Douglas Steamships have been placed at \$473 and \$48. Star Ferries have changed hands at \$19 and \$10. Refineries.—Continue out of favour. Mining.—Punjons advanced to \$11 sales but did not maintain the rate and are again obtainable at \$10. Charbonnages are firm at \$245. Queen Mines have been fixed at 45 cents. Jebelus are easier and have been done at \$14.25 and \$14.25. Raubs have been taken off the market at \$64 and \$63 and close steady. Great Eastern and Caledonians are enquired for at \$2. Docks, Wharves and Godowns.—A small sale of Hongkong and Whampoa Docks at \$15 per cent premium has been effected. Kowloon Wharf shares have been negotiated at \$94 and \$92. Lands, Hotel and Buildings.—Hongkong Lands will be placed at \$140, \$107 and \$707. West Points have been booked at \$30. China Providents are in demand at \$5. Cotton Mills.—Hongkong Cottons have been fixed at \$60. Miscellaneous.—Green Island Cements have been done at \$281 and \$283, and are steady with buyers at \$283. Electrica have been sold at \$13.

SHIPPING REPORTS.

Captain A. Levi, of the steamship *Poseidon*, from Singapore, reports:—Strong N.E. monsoon.

Captain R. L. Lincoln, of the steamship *Kwanglee*, from Shanghai, reports:—Light to moderate N. Easterly and variable winds and very fine clear weather.

Captain W. J. Davis, of the steamship *Haiman*, from Swatow, reports:—Light variable wind, fine cloudy weather throughout. Vessels in Swatow:—Tientsin and Hoihow.

Captain F. W. Joslin, of the steamship *Kong Beng*, from Saigon, reports:—Light Northerly to N. Westerly wind and moderate head sea; to fresh N.W. gale and high cross sea. Strong Easterly to N.E. wind and high N.E. sea to port.

Captain N. G. Major, of the steamship *Mongkul*, from Koh-si-chang, reports:—Left Koh-si-chang on the 2nd with moderate wind and fine clear weather up to Pak-han, thence strong winds up to Paracels, thence heavy gales of typhoon force for several days. On the 12th fell in with large launch drifts with no one on board, took her in tow and brought her to port, launch's name *On Lee*.

TRIAL FOR THE MURDER OF MISSIONARIES AT FOOCHOW.

We are glad to hear that the terms of settlement re the Kien Ning case have now been agreed upon by H.B.M.'s Consul and the Chinese Authorities. If these terms are adhered to it is little likely that there will be any repetition of the rioting and disorders which occurred some months ago and we may hope that our Missionaries will be allowed to carry on their work of healing and teaching in peace and quietness. The terms of settlement are as follows:—

1.—The alleged murderers of the Native Christians are to be brought to Foochow for trial. The trial to take place in the presence of H.B.M.'s Consul and one or more of the Missionaries. Other participants in the riot or the ringleaders to be sentenced to imprisonment by the local authorities.

2.—A Bond is to be entered into by the controllers of the 24 Lien Kak at Kien Ning guaranteeing peaceable residence to the Missionaries and the Native Christians. Such Bond to be signed in the presence of H.B.M.'s Consul and two of the Missionaries at Foochow and sealed by the High Provincial Authorities. It is also to be signed and sealed by H.B.M.'s Consul. The chief superintendent of the 24 Lien Kak and the next in authority to be brought to Foochow to sign said bond.

(This Bond was signed and all the above conditions carried out on Monday last at the hands of the Provincial Judge, Mr. Playfair, the Rev. Lloyd and Dr. Rigg being present.)

3.—Compensation is to be paid for all losses and expenses incurred.

4.—A stone tablet is to be erected in the City of Kien Ning on which the toleration clauses of the Treaty of Tientsin are to be inscribed.—*Foochow Echo*.

A ROMANCE OF A LONDON HOSPITAL.

A recent number of the *Daily Telegraph* contains an account of the romantic marriage of a patient in St. Thomas' Hospital, London. The bridegroom left the country to seek work in London, and fell in love with his lady's daughter. Then came an interval when he was away as a stoker. He returned to London, the girl always faithful—and got work in an iron foundry, where he met a terrible accident, necessitating his removal to St. Thomas' Hospital. The broken limbs were bandaged, and in many ways he did well, but there was a something mysterious which baffled the doctors and nurses. This turned out to be his strong wish to be married—the girl was equally willing. We give the rest of the story in the *Telegraph's* own words: "An ambulance approached the bedside, and, all encased in plaster, and as rigid as an emoji in marble, the man was borne to a neighbouring church, where the ceremony was performed. And when the hand, softened to transparency by non-use and the gentle nursing of months, was raised from the recumbent form to place the ring on the finger of the kneeling girl, it looked as if this man, too, had prolonged to the past, and was slowly awaking into life again. The ceremony ended, the little congregation went back into the world, and reality. On the doorstep the patient's pipe was lighted, and his bad good smoke for the first time for weeks and weeks. This was strictly according to the permission of the hospital authorities. Then, on the way back, there were two drinks in quiet places, well out of observation. This was the second, and the last, only. And when the patient found himself once more in hospital, he was congratulated right and left. There was a laugh in the ceremony that instantly ministered to Nature's needs, something so comforting to the most skillful surgeon and the most skillful physician. Nearly every day the patient was admitted to recovery, and the scene in which that sported, now pale and wan, now flushed and gay,

CAMPAIGN IN THE PHILIPPINES.

A Washington despatch credits the following statement to Senator Elkin: "I make a prediction that the Philippine insurrection will be at an end by January. I am confident of this. The Filipinos who are in rebellion will be crushed and will make no more trouble. The campaign is to be waged relentlessly after the middle of October."

One additional Major-General and, probably five additional Brigadier-Generals will be appointed by President McKinley for the new volunteer army which is being organized. Two of the Major-Generals of volunteers, Shaffer and Otis, are Brigadier Generals in the regular service, and it has not been decided whether vacancies caused by their promotion shall be filled. Under the army reorganization law the President is authorized to appoint one Major General for every 12,000 men enlisted. When all the volunteer regiments now being recruited have been organized the United States Army, regular and volunteer, will consist of about 60,000 men. As there are now seven Major-Generals corresponding to \$100 each the dividend of \$4 per share paid on the 1st instant. Cantons are steady with buyers at \$147. Fire Insurances.—Hongkong fires have been sold at \$330. Shipping.—Hongkong, Canton and Macao Steamboats have been done in a small lots at \$30 and \$297. Indo Chinas experienced a sharp rise owing to a strong demand from the North and shares have been sold at advancing rates up to \$79. Douglas Steamships have been placed at \$473 and \$48. Star Ferries have changed hands at \$19 and \$10. Refineries.—Continue out of favour. Mining.—Punjons advanced to \$11 sales but did not maintain the rate and are again obtainable at \$10. Charbonnages are firm at \$245. Queen Mines have been fixed at 45 cents. Jebelus are easier and have been done at \$14.25 and \$14.25. Raubs have been taken off the market at \$64 and \$63 and close steady. Great Eastern and Caledonians are enquired for at \$2. Docks, Wharves and Godowns.—A small sale of Hongkong and Whampoa Docks at \$15 per cent premium has been effected. Kowloon Wharf shares have been negotiated at \$94 and \$92. Lands, Hotel and Buildings.—Hongkong Lands will be placed at \$140, \$107 and \$707. West Points have been booked at \$30. China Providents are in demand at \$5. Cotton Mills.—Hongkong Cottons have been fixed at \$60. Miscellaneous.—Green Island Cements have been done at \$281 and \$283, and are steady with buyers at \$283. Electrica have been sold at \$13.

(Published by Arrangement.)

DADDY JACK & DADDY JIM,

BY
M. E. FRANCIS,
(Author of "In a North Country Village,"
"Don," etc., etc.)

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PART I.

Farmer Jack Buxton strolled leisurely along the well-trodden path which led, under the shadow of the hawthorn hedge, to the high road. In his hand was a thick stick; at his heel followed a mangy sheep dog, "not much to look at," as his master said; and as sensible as a Christian"; in his mouth was a short well-smoked black pipe;—Jack looked what he was, a sturdy, comfortable north-country farmer, well content with himself and the world.

It was a sunny, breezy, April day. To the left of the thorn hedge was a field of autumn-sown wheat, already making a brave show; to the right a pasture in which Jack Buxton's cows were feeding. Through the brilliant delicate green lattice of the new-blown hedge, he caught a glimpse of one or two sleek red backs, and standing still a moment he could hear the crunch, crunch of the creatures' teeth meeting in the fresh young herbage. A little further on was a gleam of white—and a horned head, with a pair of wild eyes and dilated nostrils breathing warm clover-scented puffs, peered at its master through a gap in the green.

Jack cocked his head a little sideways, took his pipe out of his mouth, and smiled. Bob, the dog, standing a little behind him, pricked his ears, and showed his glistening white teeth as though to follow suit.

The cow, after contemplating them for a moment or two, stretched out her neck, extended her long pink tongue, and caught hold of a particularly tempting thorn-bough; whereupon Jack, uttering an extraordinary sort of growl, strode forward and tapped her on the nose.

"None o' that!" he cried threateningly, "that thee edge isn't for thee, own lass. Ah, you may look and toss thy head. What's grass for, an' clover, an' all they turnts that's getting into thee i' winter, that thou man coon nibblin' my edge? Be off wi' thee! Do!

"Ah," commented Jim at last, "To-mor's Easter. Eh—ye've gotten some paste-eggs, han yo?"

Jack laughed on till he was almost suffocated, but presently, after much shuffling of the feet, and rolling of the head, he recovered a decent semblance of composure.

"Eh! Jim—thou's a noddly if ever I see un. Thou-cumna mak' nought o' thy paste-egg, thou for sure! Our Maggie's gotten a little 'un. Thout for 'Dadie Jim' I tell ee. An' it's a wench, mon—a little fat lass; wi' black hair same as her mother an' her gran'mother. Theer—what does thou say to that?"

Jim tumbled off the shaft, pushed his battered hat to the back of his head, and gaped at the new-made grandfather, a slow rapture gradually creeping over his swarthy face.

"Eh... has it com?"

"Ah, it has com—and doesn't thou think it's big long enough o' th' road? Well, thou'se be fur seen, i' fancy. Go thy ways a-whoos then, an' I'll see to the waggons."

"Eh," ejaculated Daddie Jim, surrendering the reins, "it's com. My word!"

"Off wi' yo'! the little wench ull be half-grown afore thou sees her if thou doesn't stir thyself a bit."

"An' that were the paste-egg," went on Jim who was rather slow in taking in an idea. "Eh we're welly modered w' thy paste-egg. I could na think whatter was to do. Ho! Ho! Ho! the wench were the paste-egg? Well to think on it!"

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"Eh... has it com?"

"Ah, it has com—and doesn't thou think it's big long enough o' th' road? Well, thou'se be fur seen, i' fancy. Go thy ways a-whoos then, an' I'll see to the waggons."

"Eh," ejaculated Daddie Jim, surrendering the reins, "it's com. My word!"

"Off wi' yo'! the little wench ull be half-grown afore thou sees her if thou doesn't stir thyself a bit."

"An' that were the paste-egg," went on Jim who was rather slow in taking in an idea. "Eh we're welly modered w' thy paste-egg. I could na think whatter was to do. Ho! Ho! Ho! the wench were the paste-egg? Well to think on it!"

The cow, after contemplating them for a moment or two, stretched out her neck, extended her long pink tongue, and caught hold of a particularly tempting thorn-bough; whereupon Jack, uttering an extraordinary sort of growl, strode forward and tapped her on the nose.

"None o' that!" he cried threateningly, "that thee edge isn't for thee, own lass. Ah, you may look and toss thy head. What's grass for, an' clover, an' all they turnts that's getting into thee i' winter, that thou man coon nibblin' my edge? Be off wi' thee! Do!

"Ah," commented Jim at last, "To-mor's Easter. Eh—ye've gotten some paste-eggs, han yo?"

Jack laughed on till he was almost suffocated, but presently, after much shuffling of the feet, and rolling of the head, he recovered a decent semblance of composure.

"Eh! Jim—thou's a noddly if ever I see un. Thou-cumna mak' nought o' thy paste-egg, thou for sure! Our Maggie's gotten a little 'un. Thout for 'Dadie Jim' I tell ee. An' it's a wench, mon—a little fat lass; wi' black hair same as her mother an' her gran'mother. Theer—what does thou say to that?"

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THE HONGKONG TELEGRAPH, SATURDAY OCTOBER 14, 1899.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. CO.'s Steamship
"SHANGHAI"
FROM ANTWERP, LONDON, PORTS AID,
SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From Madras, ex S.S. *Lantana*.

Optional goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY.

Goods not cleared by the 15th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent,
Hongkong, 9th October, 1899.

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES OF CARGO per Steamship
"NIPPON MARU,"

are hereby informed that their Goods are at their risk being discharged into Lighters or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 18th instant will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN,
Agent,

Hongkong, 11th October, 1899.

[1310]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship

"MARIA VALERIE,"
having arrived Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained:

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the Undersigned before Noon on the 17th instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 17th instant, will be subject to rent.

Bills of Lading will be countersigned by Sander, Wieder & Co., Agents.

Hongkong, 11th October, 1899.

[1327a]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLEBORO, ANTWERP,
LONDON, COLOMBO AND
SINGAPORE.

THE Company's Steamship

"SANUKI MARU,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 18th instant, will be subject to rent.

All ship-damaged packages must be left in the Godowns where they will be examined on WEDNESDAY, the 18th instant, and SATURDAY, the 21st instant, both days at 10 A.M., upon notice of such damage being sent in beforehand to this office.

All claims must reach the Undersigned before the 21st instant, or they will not be recognised.

No Fire Insurance has been effected.

NIPPON YUSEN KAISHA.
Hongkong, 12th October, 1899.

[1328a]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"AKRATOON APCAR,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after the 16th instant, at 4 P.M. will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Wanchai.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co., Agents.

Hongkong, 13th October, 1899.

[1329a]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID
THE BEST DISINFECTANT.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 9th March, 1897.

[11]

Shipping.

STEAMERS.

THE OSAKA SHOSSEN KAISHA,
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"MAIDZURU MARU,"

Captain T. Ogata, will be despatched for the above ports, TO-MORROW, the 15th instant, at Daylight.

For Freight or Passage, apply to
MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 14th October, 1899.

[1273a]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN."

Captain D. Imas, will be despatched for the above Ports, TO-MORROW, the 15th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 14th October, 1899.

[1296a]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"KIUKIANG."

Captain Arnold, will be despatched as above on MONDAY, the 16th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 13th October, 1899.

[1302a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"CALCHAS."

Captain Gregory, will be despatched as above on TUESDAY, the 17th October.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 25th September, 1899.

[1216a]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"CHANGSHA."

Captain Moore, will be despatched as above on FRIDAY, the 20th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 6th October, 1899.

[1277a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN."

Captain Ellis, will be despatched as above on FRIDAY, the 20th instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Agents.

Hongkong, 4th October, 1899.

[1265a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship

"EASTERN."

Captain Ellis, will be despatched as above on SATURDAY, the 21st instant, at 4 P.M.

This New Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly qualified Surgeon are carried.

For Passage, apply to
HOLLIDAY, WISE & Co., Agents.

Hongkong, 11th October, 1899.

[1268a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ORESTES."

Captain Pulford, will be despatched on TUESDAY, the 31st October.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 25th September, 1899.

[1221a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"HECTOR."

Captain Barr, will be despatched as above on TUESDAY, the 14th November.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 9th October, 1899.

[1283a]

Shipping.

STEAMERS.

FOR MANILA.

(Taking Cargo at through Rates for ILOILO
and CEBU.)

THE Steamship

"VENUS."

Captain D. Imas, will be despatched as above on MONDAY, the 16th instant, at 4 P.M., instead of as previously notified.

For Freight or Passage, apply to
BRANDAO & Co., Agents.

Hongkong, 13th October, 1899.

[1288a]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's